



**THE UNITED STATES VIRGIN ISLANDS**  
OFFICE OF THE GOVERNOR  
GOVERNMENT HOUSE  
**Charlotte Amalie, V.I. 00802**  
**340-774-0001**

December 18, 2019

VIA MESSENGER

The Honorable Novelle E. Francis  
President  
Thirty-Third Legislature of the Virgin Islands  
Capitol Building  
St. Thomas, VI 00802

**RE: Consolidated Major Coastal Zone Management Permit No. CZJ-04-14(W) & CZJ-03-14(L) & B Modification; Summers End Group**

Dear Senate President Francis:

Transmitted herewith in accordance with the provisions of Title 12, Section 911, Subsection (e) of the Virgin Islands Code is the Consolidated Major Coastal Zone Management Permit Nos. CZJ-04-14(W) & CZJ-03-14(L) (“the Permits”) as approved by the St. John Committee of the Virgin Islands Coastal Zone Management (CZM) Commission on October 24, 2014, and consolidated by Order of the Board of Land Use Appeal on June 6, 2016 (hereinafter “Consolidated Permit”) and the Modification of the Consolidated Permit approved by me pursuant to Title 12, Section 911, Subsection (g) of the Virgin Islands Code (hereinafter the “Modification”). It is my opinion that as modified this permit both protects our environment and also allows critical economic development to occur in St. John where there is no marina. This administration strongly supports this project, which offers both economic growth opportunities for the Virgin Islands and an increased significance in the charter boat business.

As you are aware, this permit was originally approved by the St. John CZM Committee in 2014 as two separate, albeit jointly processed, permits. Those permits were appealed to the Board of Land Use Appeals, which ordered in 2016 that the permits be consolidated. That consolidation of the Permits has been effected by the attached Order of the Coastal Zone Commission (“Consolidated Permits”). The legal role of the Legislature is the ratification of the Water Permit and the Submerged Lands lease; however, with the consolidation of the Permits, we are presenting you with the administratively Consolidated Permits for further action.

We recognize that the Senate had numerous questions about the issues and changes which

have occurred with this project in the 62 months since those permits were approved. Based on the issues and concerns discussed at the Legislative hearing and pursuant to Title 12 V.I.C. Section 911(g), I have taken the opportunity to modify the permit to reflect the changes needed and address the concerns of the Legislature and community as a whole.

Despite the more than five years since this project received approval from the CZM Committee, the project’s proponents and developers have both held together the majority of the properties and secured sufficient financing to move this project forward rapidly, if it is ratified now. However, the intervening years have caused the project to remove two, non-shoreline properties not essential for the marina, that became too expensive to retain without the final permits. The removal of the two properties, Parcels 13A and 13B is actually a reduction of project impacts.

All of these changes fall within the category of minor amendments, as they are either reductions in impact, or the provision of additional benefits to the public and the environment.

The changes contained in the consolidated permit are:

1. Consolidation of the Development Process From Two Stages to a Single Stage	Reduction of Impact
2. Removal of Parcels 13A & 13B	Reduction of Impact
3. Removal 56 Seat Restaurant <sup>1</sup>	Reduction of Impact
4. Reduction of Parking Spaces from 120 to 110	Reduction of Impact
5. Reduce Marina Slips from 145 to 144	Reduction of Impact
6. Consolidation of Parcels 10-17 and 10-18	No Impact
7. Inclusion of Shoreline Boardwalk	Community Benefit Funded by Developer

In support of these changes, attached are:

- 2017 August Final Civil Drawings (21 pages)
- 2018-09-21 Community Boardwalk (Artist Rendering, 1 page)
- 2019 Dock Plans Final – 4895 A Layout 13 (13 pages)
- Parcel 10-17 and Parcel 10-18 Consolidated (Now “Consolidated Parcel 10-17”; 1 page)
- St. John Marina At-A-Glance (2 pages)
- YCSE – Marina – Map (1 page)

The St. John Marina improves public health in part by providing both solid and wastewater collection, proper fueling using EPA approved methodology, and coordination with FEMA to provide receipt of emergency supplies and evacuation from Coral Bay in the event of natural disasters like hurricane and earthquake.

---

<sup>1</sup> The original permit called for a two-stage development, with a second restaurant a contingency in the second stage. That has now been consolidated into a single stage of full project development, including a restaurant.

The St. John Marina is critical to the restoration and health of Coral Harbor. In coordination with DPNR, the St. John Marina will significantly improve the water quality by organization, enforcement, and management of all boating activities in the harbor as well as the restoration and maintenance of 50 watershed projects that will significantly reduce the sediment run off into Coral Harbor.

Safety is improved through the development of the proposed marina in part by the construction of sidewalks and raised crosswalks. Additional safety benefits include a clearly marked navigational channel, signage protecting boaters from reefs, a Hurricane Preparedness Plan, 24 hour electronic and manned security, and free dockage to enforcement agencies including DPNR, Coast Guard, ICE, EPA, ATF and others.

The general welfare of both residents and visitors significantly improves through an improved economy by creating 362 jobs territory wide, 80+ long-term FTE jobs in Coral Bay, \$34 Million spent locally on construction and development, initial economic impact of \$45.8 Million and total labor income of \$29.8 Million.

This development will include a Customs and Border Protection office positioning Coral Bay and St. John to become the gateway for the yachting and charter industry into the USVI from the British Virgin Islands. With the increased interest of the Virgin Islands in regaining its position in the charter yacht business, this project holds unique opportunities that cannot be replicated anywhere else in the Territory.

The Legislature' expedited and favorable consideration of the Consolidated Major Coastal Zone Management Permit No. CZJ-04-14(W) & CZJ-03-14(L) and Modification for Summers End Group is urged. As always, I thank you for all that you do for our fellow Virgin Islanders.

Sincerely,



Albert Bryan Jr.  
Governor

*Enclosures*

*cc: Honorable Senators of the Thirty-Third Legislature*